$$\frac{(\text{PROD}_{\text{LDV}})(\text{STD}_{\text{LDV}})+(\text{PROD}_{\text{LDDT}^1})(\text{STD}_{\text{LDDT}^1})}{(\text{PROD}_{\text{LDV}})+(\text{PROD}_{\text{LDDT}^1})} = \text{Manufacturer composite particulate standard}$$

Where:

PROD_{LDV} represents the manufacturer's total light-duty vehicle production for those engine families being included in the average for a given model year.

STD_{LDV} represents the light-duty vehicle particulate standard.

$\text{PROD}_{\text{LDDTl}}$ represents the manufacturer's total diesel light-duty truck production for those engine families with a loaded vehicle weight equal to or less than 3,750 lbs which are being included in the average for a given model year.

$\text{STD}_{\text{LDDTl}}$ represents the light-duty truck particulate standard for diesel light-duty trucks with a loaded vehicle weight equal to or less than 3,750 lbs.

Production-weighted average means the manufacturer's production-weighted average particulate emission level, for certification purposes, of all of its diesel engine families included in the particulate averaging program. It is calculated at the end of the model year by multiplying each family particulate emission limit by its respective production, summing these terms, and dividing the sum by the total production of the affected families. Those vehicles produced for sale in California or at high altitude shall each be averaged separately from those produced for sale in any other area. Diesel light-duty trucks with a loaded vehicle weight equal to or greater than 3,751 lbs (LDDT2s) shall only be averaged with other diesel light-duty trucks with a loaded vehicle weight equal to or greater than 3,751 lbs produced by that manufacturer.

[53 FR 43875, Oct. 31, 1988]

§ 86.088–2 Definitions.

The definitions in § 86.085–2 remain effective. The definitions in this section apply beginning with the 1988 model year.

Composite NO_X standard, for a manufacturer which elects to average light-duty trucks subject to the NO_X standard of § 86.088–9(a)(iii)(A) together with those subject to the NO_X standard of § 86.088–9(a)(iii)(B) in the light-duty truck NO_X averaging program, means that standard calculated according to the following equation and rounded to the nearest one-tenth gram per mile:

$$\frac{\left[(\text{PROD}_{\text{A}})(\text{STD}_{\text{A}})+(\text{PROD}_{\text{B}})(\text{STD}_{\text{B}})\right]}{\left[(\text{PROD}_{\text{A}})+(\text{PROD}_{\text{B}})\right]} = \text{Manufacturer's Composite NO}_{\text{x}}\text{ Standard,}$$

Where:

PROD_{A} = The manufacturer's total light-duty truck production for those engine families subject to the standard of § 86.088–9(a)(iii)(A) and included in the average for a given model year,

STD_{A} = The NO_X standard of § 86.088–9(a)(iii)(A),

PROD_{B} = The manufacturer's total light-duty truck production for those engine families subject to the standard of § 86.088–9(a)(iii)(B) and included in the average for a given model year, and

STD_{B} = The NO_X standard of § 86.088–9(a)(iii)(B).

Critical emission-related components are those components which are designed primarily for emission control, or whose failure may result in a significant increase in emissions accompanied by no significant impairment (or perhaps even an improvement) in performance, driveability, and/or fuel economy as determined by the Administrator.

Critical emission-related maintenance means that maintenance to be performed on critical emission-related components.

Emission-related maintenance means that maintenance which does substantially affect emissions or which is likely to affect the emissions deterioration of the vehicle or engine during normal in-use operation, even if the maintenance is performed at some time other than that which is recommended.

Family NO_X emission limit means the NO_X emission level to which an engine family is certified in the light-duty truck NO_X averaging program, expressed to one-tenth of a gram per mile accuracy.

Non-emission-related maintenance means that maintenance which does not substantially affect emissions and which does not have a lasting effect on the emissions deterioration of the vehicle or engine during normal in-use operation once the maintenance is performed.

Production-weighted NO_X average means the manufacturer's production-weighted average NO_X emission level, for certification purposes, of all of its light-duty truck engine families included in the NO_X averaging program. It is calculated at the end of the model year by multiplying each family NO_X emission limit by its respective production, summing those terms, and dividing the sum by the total production of the effected families. Those vehicles produced for sale in California or at high altitude shall each be averaged separately from those produced for sale in any other area.

Production-weighted particulate average means the manufacturer's production-weighted average particulate emission level, for certification purposes, of all of its diesel engine families included in the particulate averaging program. It is calculated at the end of the model year by multiplying each family particulate emission limit by its respective production, summing those terms, and dividing the sum by the total production of the effected families. Those vehicles produced for sale in California or at high altitude shall each be averaged separately from those produced for sale in any other area.

(Secs. 202, 203, 206, 207, 208, 301a, Clean Air Act, as amended; 42 U.S.C. 7521, 7522, 7525, 7541, 7542, 7601a)

[50 FR 10648, Mar. 15, 1985]

§ 86.090–2 Definitions.

The definitions in § 86.088–2 remain effective. The definitions in this section apply beginning with the 1990 model year.

Averaging for heavy-duty engines means the exchange of NO_X and particulate emission credits among engine families within a given manufacturer's product line.

Averaging set means a subcategory of heavy-duty engines within which engine families can average and trade emission credits with one other.

Banking means the retention of heavy-duty engine NO_X and particulate emission credits, by the manufacturer generating the emission credits, for use in future model year certification programs as permitted by regulation.

Composite particulate standard, for a manufacturer which elects to average light-duty vehicles and light-duty trucks together in either the petroleum-fueled or methanol-fueled light-duty particulate averaging program, means that standards calculated using the following equation and rounded to the nearest one-hundredth (0.01) of a gram per mile:

$$\left(\mathrm{PROD_{LDV}}\right)\frac{\left(\mathrm{STD_{LDV}}\right)+\left(\mathrm{PROD_{LDT}}\right)}{\left(\mathrm{PROD_{LDV}}\right)+\left(\mathrm{PROD_{LDT}}\right)}\left(\mathrm{STD_{LDT}}\right)=\text{Manufacturer composite particulate standard}$$

Where:

$PROD_{LDV}$ represents the manufacturer's total petroleum-fueled diesel or methanol-fueled diesel light-duty vehicle production for those engine families being included in the appropriate average for a given model year.

STD_{LDV} represents the light-duty vehicle particulate standard.

$PROD_{LDT}$ represents the manufacturer's total petroleum-fueled diesel or methanol-fueled